

MEMOS. FOR TO-MORROW.
Shipping.
Daylight—Maiden's Mary leaves for
Spatow.

MEMOS. FOR MONDAY.
Meeting.
Noon.—Meeting of Shareholders of the
Hongkong and Shanghai Banking Corp.,
Ltd., at the Co.'s Office, Queen's
Building, Connaught Road.

Auctions.
3 p.m.—Auction of Crown Land situated
at Shaubai.

Miscellaneous.
Dividend of £1.10 Stg. on Shares of the
Hongkong and Shanghai Banking
Corporation, payable.

General Memoranda.

THURSDAY, August 21.
3 p.m.—Important Auction of Land
situate at Kowloon, with frontage on
the Canton Road.

3 p.m.—Auction of Valuable Property,
situate at Yuenai, by Messrs.
Hughes and Hough.

Goods per *France* undelivered after this
date subject to rent.

WEDNESDAY, August 22.
Goods per *China* undelivered after this
date subject to rent.

THURSDAY, August 23.
Goods per *Paranatta* not cleared at 4
p.m. subject to rent.

FRIDAY, August 24.
Noon.—Meeting of Shareholders of the
Hongkong and Shanghai Banking Corp.,
Ltd., at the Company's Office.

FRIDAY, August 25.
Interest on Shares of £2.50 on Shares of
the Hongkong and Shanghai Banking
Corp., Ltd., payable.

MONDAY, September 3.
4 p.m.—Meeting of Shareholders of the
Hongkong Cotton Spinning, Weaving
and Dyeing Co., Ltd., at the Office
of the General Managers.

Exchange.

HONGKONG, August 18, 1900.

On London	20 1/2
Bank, Wire	20 1/2
On demand	20 1/2
30 days sight	20 1/2
60 days sight	20 1/2
90 days sight	20 1/2
12 months sight	20 1/2
On Paris	25 1/2
On demand	25 1/2
30 days sight	25 1/2
60 days sight	25 1/2
90 days sight	25 1/2
12 months sight	25 1/2
On New York	49 1/2
On demand	49 1/2
30 days sight	49 1/2
60 days sight	49 1/2
90 days sight	49 1/2
12 months sight	49 1/2
On Hongkong	100
On demand	100
30 days sight	100
60 days sight	100
90 days sight	100
12 months sight	100
On Shanghai	71 1/2
On demand	71 1/2
30 days sight	71 1/2
60 days sight	71 1/2
90 days sight	71 1/2
12 months sight	71 1/2
On Yokohama	17 1/2
On demand	17 1/2
30 days sight	17 1/2
60 days sight	17 1/2
90 days sight	17 1/2
12 months sight	17 1/2
On Manila	21 1/2
On demand	21 1/2
30 days sight	21 1/2
60 days sight	21 1/2
90 days sight	21 1/2
12 months sight	21 1/2
On Batavia	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Singapore	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Calcutta	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Bombay	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Madras	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Rangoon	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Bhamo	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Mandalay	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Lashio	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Moulmein	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2
On Pegu	15 1/2
On demand	15 1/2
30 days sight	15 1/2
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90 days sight	15 1/2
12 months sight	15 1/2
On Rangoon	15 1/2
On demand	15 1/2
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On Bhamo	15 1/2
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90 days sight	15 1/2
12 months sight	15 1/2
On Pegu	15 1/2
On demand	15 1/2
30 days sight	15 1/2
60 days sight	15 1/2
90 days sight	15 1/2
12 months sight	15 1/2



A. S. WATSON & CO.,
LIMITED.

THE LEADING MANUFACTURERS
OF

STERILIZED WATERS

IN THE

FAR EAST.

THE MACHINERY in use
is of the latest design, and most
up to date character.

ENGLISH EXPERTS man-
age our factories, and their prac-
tical knowledge produces an
article that is unrivalled for its
excellence.

THE WATER used in the
purest in the Island, and is skil-
fully filtered on scientific prin-
ciples.

We use only the best and most
expensive ingredients, guarantee-
ing **ABSOLUTE PURITY.**

We quote **Special Terms** to
large consumers.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

The publication of this issue commenced
at 5.30 p.m.

The China Mail.

HONGKONG, SATURDAY, AUGUST 18, 1900.

Once the Elder, when an old man, fre-
quently closed his political speeches,
delivered in the Forum, with these words:
"Dolenda est Carthago."—Carthage must be
destroyed. This reiterated appeal, urging
the senators to attempt this task, did much
to further the third Punic war. We know
that Carthage, although it offered a pro-
longed, gallant, and superb resistance, was
attacked, invested and destroyed. The
question of the future of Peking, is for us,
as well as for the Chinese, one of great in-
terest and importance. A recent telegram
tells us the glad news, that the armies have
reached the capital. The attitude of the
Chinese army since the battle of Yangtsun
would indicate that little fighting would
have to be done until the foreign troops
reached the precincts of the capital. Per-
haps even then the Chinese would not
take the European and American troops.
Taku, Tientsin, and Newchwang will not
have been attacked, taken and destroyed for
nothing. The Boxer leaders must by
this time have discovered that they
are not invulnerable, and that magic
and sorcery are rather ancient weapons
of protection against modern shells.
Peking having been taken and entered,
what then? Suppose the representatives
who have been imprisoned in the Legations
are not all massacred, as was at first
reported and feared. Suppose that most of
them are alive, and are not very seriously
injured, except what must follow from the
life they have lived, and the anxiety that
they have suffered. The question will be
before us: What shall be done next? Shall
we go there? Shall diplomacy and pre-
cautions, and treaties, and silver, and
concessions now be resorted to, in order
that a satisfactory conclusion may be ar-
rived at, and harmony be established? Or
will the hat at once go forth "Dolenda est
Peking?"

Those who have been instructed in the
axioms and postulates of Chinese political
life, with its sinuities and depths of gloom,
know full well that concessions, treaties,
and silver will not offer a real solution or
finally settle the question. Therefore
these cannot be entertained, even though
they would furnish the easier and less ex-
pensive course to be followed. The time
for treaties will come, but it is not yet. Is
there then no middle way between the
destruction of Peking and mere patch-
work? Of course there is, and in this
our leaders should walk. The Chinese
will have learnt by this time the kinetic,
and potential forces that European gov-
ernments can beget to their call and put
into operation. The thing to be aimed at,
therefore, is not so much a display of
power that shall frighten, as a just quantum
of punishment, impassionately adminis-
tered, which the Chinese have been guilty,
of which the Chinese have been guilty,
loudly call even to heaven. The utter
destruction of Peking is a reprisal that
should not be made, because, in a great city
like that, there are tens of thousands of
people who are innocent of any animosity
against the foreigners, and who, therefore,
if driven forth, wounded or killed, would
unjustly have to bear the consequences of
the wrongdoing of the guilty. This possi-
bility should be avoided at every cost.
The one principle to be applied is that, as
few innocent people as possible should
suffer for the guilty. But besides the des-
truction of the seats of government (or
misgovernment) punishment should be meted
out to the conservative leaders—the Em-
peror Dowager, Prince Tuan, Kang Yi Tung,
Fu-shiang, and Li Ping-heng—who stand
before the world as incarnate fiends. The
darkest deeds of the Inquisition and the
Middle Ages cannot add a tinge of depth
to the hellish darkness of their deeds. Squeeze
them. Try them. Dangle them. Execute
them. Vicary Yeh was banished to Calcutta,
and Canton had peace for three years.
Indeed the crime of which all this lot have
been guilty seem to be heinous enough to
demand that the whole breed of them
should be banished to unwholesome graves.
They should not and must not be allowed
to escape. While they range at liberty,
they will be like Kruger in his portable
government house—a menace to call perma-
nent peace, and permanent settlement.
Let it be fulfilled in them—with what
measure you like, it shall be measured to
you again. But this would not be sufficient
punishment, and would not touch scores of
the princes and other scions of the ruling
dynasty, which has, for a hundred years,
perpetrated such atrocities on foreigners.
Both the Forbidden City and the Imperial
City must be destroyed. We do not think
that this punishment would be too severe
to atone for the accumulated crimes of
the dynasty and the dynasty. There
are the Halls, the Pavilions, the San-
mar-houses and the Palaces of the Dragon
throne. The area of the Forbidden City is
contained within walls, which are 2.23
miles in circuit, and is guarded by soldiers
who are the vanguard of the Imperial
army. Outside the "Ceremonial Prohibited
City" is the Imperial City belonging for the
most to the government and devoted to
government duties and government em-
ployees. It is an oblong rectangle about
a mile in circuit, encompassed by a wall

twenty feet high. This wall might go
down. These two visible evidences of Imperial
glory should be given to the flames and
destroyed, after all the inmates have been
removed, which would give a blow to
Manchu pride, from which it would not re-
cover in this generation.

The time for delicate handling, as
gentle-spirited surgeons handle the
sensitive wounds of their special friends,
has gone, and is past beyond recall.
This blow, therefore, should be struck,
and struck at once, finally and em-
phatically. We are not without preced-
ent for such a blow. The Summer Palace,
in which, "formerly there were no less than
thirty distinct places of residence, around
which were houses occupied by eunuchs
and servants, each constituting a little
village," was, we all know, devoted to the
drama, as a punishment, when the palace
officials inflicted their inhuman barbarities
on Sir Henry Parkes and on Lord Loch.
Williams remarks, "that the ruins still re-
main to terrify the officials and people of
Peking against all foreigners." Probably.
But any man must feel irritated at his own
folly, when the gloom of the prison settles
around him, and the rattle of the key in
lock or bolt in the socket, tells him that he
must "serve for life." But this is no
sufficient reason for setting him free. The
duty of inflicting punishment on those who
richly deserve it, cannot be avoided—so
must be manfully and resolutely met. Lord
Elgin wrote in his journal, at the close
of the sacking of the Summer Palace,
"War is a hateful business. The more
one sees of it, the more one detests it."
Likewise. But the day of universal peace has
not yet dawned.

The destruction of the Forbidden and
Imperial cities is to be advocated not only
as a just punishment on the Chinese officials,
and the reigning dynasty, against
which they can offer no valid reason, but
further it will be the first step in a series
of much-needed reforms. That the capital
of China should be removed from the dusty,
noisy, where it is so difficult of access
to all parties, and its situation is, as if
the heart of a man were in his hat, many, even
among the Chinese themselves, urge. They
say, "Go back to the capital of the Ming."
Let Nanking be the site selected. The
foundations of the ancient palaces, bridges,
and aqueducts are still to be seen within
the walls, although covered with thorns
and weeds. Let the palaces be rebuilt, and
rebuilt on modern lines. Let those wind-
swept halls with their clumsy doors, and
death-compelling draughts, be condemned.
It is quite time that Imperial minds have
done with "halls" and "reception rooms,"
that perhaps might pass as a wagon-horse
at home. Let there rise phoenix-like, out of
the present confusion, ashes and smoke,
a new and striking beginning. If it be
said "this is no part of the duty of
Europeans. Why should we attempt such a
herculean task?" It may be re-
plied that, we are already involved and
cannot extricate ourselves. Indeed, every
effort we put forth, every stone we lay in
the future government of China, we are
really working for ourselves. But more
than that. It is worth doing on behalf
of the progress of the race and the benediction
of mankind. What has been done by the
British in Egypt, with such blessed results,
can be attempted by Europeans here in
China. It will involve those who have set
their hands to the plough, in a long, thank-
less, but vital work, and even noble
task. Let it be attempted. The first step
to be taken in order to introduce this new
era, is the destruction of the old, the effete,
the centre of all the cruel barbarous past.
Then earnest, powerful, bright minds,
both among the Chinese and Europeans,
working in harmony, can construct the
modern, the convenient, the progressive,
and soon even China herself will wonder
that she ever lived without such aids to life
as to-day we can offer her.

An Unworthy Son of Scotland.
A charge was called at the Magistracy
to-day, against one named George William-
son, a native of Scotland, and Captain of
the s.s. "Maga." He failed to appear, and
forfeited bail of \$50. The charge against
him was that on the 17th inst. he unlaw-
fully attempted to rescue a prisoner in the
custody of the police.

The Crew of the "Cheong Yuen."
The crew of the launch *Cheong Yuen*
were discharged by Mr. Hazland, at the
Magistracy to-day. The launch disappeared
from the Harbour one night, and when it
returned, it was reported that it had been
taken possession by a number of pirates
who went on the Canton river and plun-
dered a number of junks, etc. The police
searched the launch and found in the hold
a quantity of goods including rolls of silk,
etc., which were afterwards identified by
people from Canton as part of their prop-
erty stolen from junks. It was believed this
was a sort of haul money to the crew from
the pirates, and they were accordingly ar-
rested and charged with receiving the
goods, well knowing them to have been
stolen. The reason for equipping the
crew was that the launch had been com-
mitted with us the jurisdiction of the
Court, and there could be no bribery
charge brought, there could be no charge
of receiving.

A MINISTER'S GOOD WORK.
A lame shoulder is usually caused by
a rheumatism of the shoulder, and may
be cured by a few applications of Char-
nol's Pain Balm. For sale by All Dealers.
Warriss & Co., General Agents.

LOCAL AND GENERAL.

Notes by the Way.
Inward Parcela by s.s. *Paranatta* are
ready for delivery.

At the Magistracy to-day the owners
of fifteen houses were fined \$15 each for
failing to provide backyards to their
properties.

Typhoid Warning.
Mr. Rousaville Wildman, U.S. Consul
General, advises us that he is in receipt of
the following telegram:—
Manila, Observatory, Aug. 17, 11 p.m.—
Typhoid in the Pacific probably S.E.
of Lochees, between 20th and 23rd paral-
lels, seems moving West North West.

A Would-be Pick-Pocket.
A suspicious-looking Chinaman was
seen loitering in the neighbourhood of
the Cricket Ground this morning. A
Chinese constable kept his eye on him and
saw him put his hand into the pocket of a
tipsy Englishman. It was time to " nab"
him and he did it. The would-be pick-
pocket was afterwards brought before Mr.
Hazland and sent to distance vile for three
months for being a rogue and a vagabond.

Hongkong Dockyard Extension.
In reply to Viscount Sidmouth, the
Earl of Hopetoun stated, in the House
of Lords on the 17th July, that the main works
in connection with the Hongkong Dockyard
Extension were in process of construction,
but they could not be completed until
further progress had been made with the
reclamation. Earl Spencer, who visited
Hongkong about two years ago, said, with
regard to the new naval dock at Hongkong,
that everybody must admit, particularly in
view of the lamentable circumstances which
had recently occurred in China, the enormous
importance it was for us to keep up a
sufficient fleet of ships in the China Sea.

Sir Henry Blake and Queensland.

In an obituary notice of Sir Thomas
McIlwraith, thirteenth Premier of Queens-
land, a Home paper mentions the interesting fact
that the present Governor of Hongkong
was objected to by the Queenslanders when
it was proposed to appoint him Governor of
that Colony. The reference is as follows:—
"Sir A. Musgrave (the Governor) died in
October, 1888, and on the Home Govern-
ment proposing to appoint Sir Henry Blake
his successor, the Government (McIlwraith
being Premier) objected, and were warmly
supported by the Opposition and the country.
The proposed Governor was objected to
because of his connection with police
matters in Ireland, and hostility to Irish
Home Rule." Sir Henry Blake declined
the post, and Sir Henry Wylie Norman was
appointed. Sir Thomas McIlwraith visited
Hongkong in 1889 and again in 1892.

Mr. T. H. Whitehead.

Mr. T. H. Whitehead arrived in Lon-
don on the 7th July. He had an enjoyable
and instructive journey through Siberia and
Russia, but was considerably delayed owing
to shallow water in the Amur and Shilka
Rivers. Whilst in St. Petersburg, Mr.
Whitehead had an interview with the
Russian Minister of Finance, who was
eager to meet the traveller from Hong-
kong. Mr. Whitehead, it is hoped, will
give the public the benefit of his observa-
tions in Siberia. Finding he would be
battered, he telegraphed from Irkutsk and
Peking arranging for the disposal of the
Hongkong resolutions standing in his name
on the programme of the Congress of the
Associated Chamber of Commerce, so that
in this regard, Hongkong interests were
neither overlooked nor neglected.

An Important Capture.

It will be remembered that, in the
end of last year, a sensation was caused
in the Colony by the disappearance of
one of the Hongkong and Kowloon Wharf
and Godown Company's Chinese clerks,
and the subsequent discovery that he had
forged a sum of \$6000. For a long time
the police had been unable to trace the
culprit, but the day before yesterday he
was arrested in Shamshu, Canton, and
brought down to Hongkong by Sergeant
Terrett. He had cut off his queue and was
dressed in European clothes and was posing
under an Italian name. He was
brought before Mr. Hazland to-day. He
was charged as follows—Ng Chik Yat, alias
Ng Kow, alias Antonio Adriano, clerk, of
fixed residence, did on or about 15th
December last, forge the signature of the
Hongkong and Kowloon Wharf and God-
down Company, Limited, and by means of
such forgery did obtain the sum of \$6000.
The accused was remanded till Thursday next.

Stearns' Wine of Cod Liver Oil.

offends neither palate nor stomach, and on
that account makes a most palatable and
good work than any other preparation.
Sold by all Chemists, Wholesalers and Retail
from A. S. Watson & Co., Ltd., Hongkong.

GOOD MEDICINE FOR CHILDREN.

If you have a baby in the house you will
wish to know the best way to keep
any unusual looseness of the bowels, or
diarrhoea, so common to small children.
O. P. M. Holliday, of Denning, Ind., who
has an eleven months' old child, says:
"Through the months of June and July our
baby was teething and took a running off
of the bowels and sickness of the stomach.
His bowels would move from five to eight
times a day. I had a bottle of Chamber-
lain's Colic, Cholera and Diarrhoea Remedy
in the house and gave him four drops in a
teaspoonful of water and he got better at
once." For sale by All Dealers, Warriss &
Co., General Agents.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE POWERS

AND CHINA.

CAPTURE OF PEKING.

Obstinate Resistance.

MINISTERS SAFE.

(From Our Own Correspondent.)

SHANGHAI, August 18, 11 a.m.

The Allies commenced the general attack
on Peking on the morning of 15th August.
The enemy obstinately resisted the attack.
The same evening the Japanese de-
molished the Chaoying and Tongchi gates,
and entered the capital.
The armies of the other Powers entered
by the Tung-pien gate, and sent a detach-
ment to the Legations where the Ministers
and foreigners were found in safety.

NEW TELEGRAPH LINES.

The new telegraph line so much talked
of in Parliament, which was to connect
Taku with Shanghai, touching at the
Saddle Islands, has not been decided upon.
Instead the E. Extension Company
have arranged to make the connection
between Chifoo and Shanghai direct, and
we learn the telegraph steamer is on the way
from Singapore to lay the cable. When
this is accomplished, we shall have a British
cable from Taku to Shanghai; as the
line from Taku to Chifoo is practically
completed, although not yet in working
order. By the time these arrangements
are perfected, we shall have a clear line
from Peking to Shanghai.

CANTON.

(From Our Own Correspondent.)

CANTON, August 17.

Rain as a Preserver of the Peace.

It is a well-known fact that a fire hose
will applied is one of the most effective
methods of dealing with a Chinese crowd.
No bones are broken, but so great is the
dread of getting the sacred water wet that a
Chinese crowd before such a possible
danger. This theory was again demon-
strated to be a true one on Wednesday, in
the Canal Road, Canton. A gentleman
living in that quarter, who although he
cannot claim to be a Christian, has a great
fondness for the staple food of the
Celestials, was dealing in a vigorous way
with the employees of a rice shop who were
urging him in a way more forcible
than polite to pay a long-standing bill for
the precious grain. A scene so interesting
attracted many spectators who, although
not probably particularly punctual in
paying bills themselves, yet with one ac-
cord gladly joined in the clamour against
the foreigner, who after feasting in a Chi-
nese manner, refused to acknowledge his
indebtedness by paying the money due.
Things were getting critical, and the crowd
were enjoying the fun, when a sudden
thunderstorm came down on the shaven
pates. In a few seconds the crowd dis-
appeared like snowflakes on the river.

Thunderstorm.

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

PRINTING

PRINTING

PRINTING

Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET.

HONGKONG.

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

TANAN.

Captain Anderson, will be despatched on FRIDAY, the 24th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 17, 1900. 1639

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

LOONGSANG.

Captain WILLIAMS, will be despatched as above on TUESDAY, the 21st August, at 5 P.M.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with the Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, August 14, 1900. 1737

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

RHIPHEUS.

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1532

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

DIAMANTE.

Captain A. RUSSELL, will be despatched as above on WEDNESDAY, the 22nd Inst., at 5 P.M.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, August 16, 1900. 1743

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

KASUGA MARU.

3,900 Tons Gross, Captain E. W. HASWELL, will be despatched for the above Port on FRIDAY, the 24th August, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator; Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, August 15, 1900. 1740

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

RICHMOND CASTLE.

will be despatched for the above Port on or about the 26th August, and will be followed by the Steamship "AFRIDI" on or about the 3rd September, and the Steamship "MARIA DE LARRINAGA."

For Freight, apply to DODWELL & Co., Ltd., Agents.

Hongkong, August 14, 1900. 1537

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

PROMETHEUS.

Captain DODWELL, will be despatched as above on TUESDAY, the 21st September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 27, 1900. 1629

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Company's Steamship

GLENESK.

will be despatched for the above Port on or about 10th September.

To be followed by the S. S. ANAPA, about 18th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, August 18, 1900. 1744

ASTHMA CURE

GRIMALDI'S INDIAN CIGARETTES.

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchitis, Laryngitis, and Irritation of the air passages.

Grimaldi's Cigarettes cause the feeling of tightness across the chest, and give a general feeling of repose and comfort, so that you need not restrict your business or sit up all night gasping for breath for fear of asphyxiation.

Directions for use enclosed with each box.

BETTER THAN GONALBA

MATICO

GRIMALDI & Co. CHEMISTS, PARIS.

Renowned Physicians prescribe Grimaldi's Matico as the most active and at the same time, the most innocuous remedy in the treatment of Acute and Chronic Discharges, The Caput, the Uterus, the Vagina, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in chronic cases.

For Sale by J. S. VAN BUREN, 1741

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

TANAN.

Captain NELSON, will be despatched on MONDAY, the 20th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 17, 1900. 1638

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

PREUSSEN.

of the Norddeutscher Lloyd, Captain H. KROEMER, due here with the outward German Mail about TUESDAY, the 21st August, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to MICHOLERS & Co., Agents.

Hongkong, August 17, 1900. 1752

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS SYDNEY & MELBOURNE.

THE Company's Steamship

TANAN.

Captain NELSON, will be despatched on FRIDAY, the 24th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 17, 1900. 1640

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

ANPING MARU.

Captain S. ARSURI, will be despatched for the above Ports, on WEDNESDAY, the 22nd August, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 8, 1900. 1693

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILAS AND LONDON.

THE Company's Steamship

TANAN.

will be despatched as above on the 23rd Inst.

For Freight, etc., apply to JARDINE, MATHESON & Co., Agents.

Hongkong, August 7, 1900. 1691

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

INDRAMELL.

Captain W. E. GRAVES, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 20, 1900. 1570

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AIRLIE, Captain ST. JOHN GEORGE, will be despatched for the above Ports on THURSDAY, the 9th September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 17, 1900. 1750

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship

INION.

Captain ROBINSON, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 9, 1900. 1630

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

GLAUCUS.

Captain DODWELL, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 8, 1900. 1697

Shipping.

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship

MAIZURU MARU.

Captain T. ONATA, will be despatched for the above Ports on SUNDAY, the 19th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 13, 1900. 1719

NORDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINESTADEN, HERBERTS-HOF, TOWNSVILLE, ROSEHAMP, DARWIN AND SYDNEY.

WEDNESDAY.

the 5th September, 1900, at Noon, the S.S. MÜNCHEN.

(4,530 Reg. Tonnage).

Captain KRESE, with Mails, Passengers, Spoils and Cargo will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Liron can be washed on board.

For further particulars, apply to MICHOLERS & Co., Agents.

Hongkong, July 19, 1900. 1559

Mails

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEB, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship CHUSAN, Captain

G. T. DENNY, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st Sept., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped to Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, P. & O. S. N. Co.'s Representative, Hongkong, August 12, 1900. 1754

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America—Munji, (via Shanghai, Nagasaki, Yokohama, Sea, Y. & C. Inland Sea, & Honolulu) TUESDAY, Sept. 11, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y. & C. Inland Sea, & Honolulu) SATURDAY, Oct. 6, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y. & C. Inland Sea, & Honolulu) TUESDAY, Oct. 30, at Noon.

THE Twin-Screw Steamship AMERICA

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 11th Sept., at Noon, taking Freight and Passengers for Japan, the United States, and other ports.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and all other ports, and also to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through TICKETS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Passengers (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Packages will be received at the Office until 4 P.M. on the day before sailing. Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office at Yokohama, and addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, 1741

Hongkong, Aug. 16, 1900.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Howkoon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour's Office.
 4. From Harbour's Office to the Market.
 5. From The Market to Pedder's Wharf.
 6. From Pedder's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. From North Point to Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Names.	Agent.	Captain.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Amara	1	Matlock	British str.	1567	Aug. 11	Jardine, Matheson & Co.	.....	K'loon Dock
Anapa	4	c Williamson	British str.	3251	Aug. 14	Dodwell & Co., Limited	.....	.....
Babot	5	c Babot	British str.	3783	Aug. 16	P. & O. S. N. Co.	Spore & London	Aug. 20.
Bangkok	7	c Thomson	British str.	1908	Aug. 15	Gibb, Livingston & Co.	.....	.....
Benarua	4	c Webster	British str.	1484	Aug. 15	Gibb, Livingston & Co.	.....	.....
Benledi	3	c Farquhar	British str.	1468	Aug. 15	Gibb, Livingston & Co.	.....	.....
Cliffington	3	c Bedford	British str.	1214	Aug. 12	Dodwell & Co., Limited.	.....	.....
Edna of Arragon	3	c Howard	British str.	1474	Aug. 12	Gilman & Co.	.....	.....
Fushun	2	c Lunt	British str.	1504	Aug. 17	C. M. S. N. Co.	Shanghai	Aug. 20.
Halong	6	c Bathurst	British str.	783	Aug. 13	.....	.....	.....
Hornes	7	c Jensen	Norw. str.	848	Aug. 10	Jardine, Matheson & Co.	.....	.....
Huiniao	3	c Morless	French str.	908	Aug. 32	A. R. Marty	.....	.....
Kingling	7	c Young	British str.	1223	Aug. 14	Jardine, Matheson & Co.	.....	.....
Kruangkang	4	c Arnold	British str.	1240	Aug. 14	Butterfield & Swire	.....	.....
Lancaster	3	c Lougmann	Ger. str.	1238	Aug. 16	Siemens & Co.	.....	.....
Meshaon	2	c Bangph	British str.	4276	Aug. 17	Butterfield & Swire	.....	.....
Michael Jebson	3	c Jensen	Ger. str.	710	Aug. 17	Jensen & Co.	.....	.....
Midzuru Maru	3	c Ogata	Japan, str.	667	Aug. 26	Mitsui Bussan Kaisha	Swatow and Amoy	Aug. 10.
Monekut	3	c Kumpel	Ger. str.	850	Aug. 9	Butterfield & Swire	.....	.....
Onsang	3	c Young	British str.	1787	Aug. 9	Jardine, Matheson & Co.	.....	.....
Quarto	3	c Johnston	Ger. str.	1140	Aug. 11	Sander, Weier & Co.	.....	.....
Riojun Maru	4	c E. Strand	Japan, str.	3615	Aug. 10	Nippon Yusen Kaisha	Seattle, U.S.A.	Aug. 20.
Sagami	3	c Falbot	British str.	2039	Aug. 12	P. & O. S. N. Co.	Nagasaki & Yama- naka	Aug. 18.
Sungkiang	6	c Moore	British str.	1021	Aug. 19	Butterfield & Swire	.....	Aug. 18.
Tai Lee	3	c Colander	Ger. str.	828	Aug. 13	Meyer & Co.	.....	.....
Taihsun	3	c Patison	Armor. str.	1216	Aug. 17	A. R. Marty	Newchwang	Aug. 19.
Taiyuan	4	c Nelson	British str.	2000	Aug. 14	Butterfield & Swire	Yokohama & Kobe	Aug. 20.
Tiger	8	c Wold	Norw. str.	1538	Aug. 18	Mitsui Bussan Kaisha	.....	.....
Tsaiman	4	c Anderson	British str.	1450	Aug. 14	Butterfield & Swire	.....	.....
Ukato	2	c Carter	British str.	3098	Aug. 14	Arnhold, Karberg & Co.	.....	.....
Wongkai	3	c Pigot	Ger. str.	1115	Aug. 10	Butterfield & Swire	.....	.....
Zwepa	3	c Nesbitt	British str.	941	Aug. 18	Chinese	.....	K'loon Dock

Mails.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on the DATES named:-

PORT.	STEAMSHIP.	CAPTAIN.	DATE.
MARSEILLES	Baron	G. W. Babor	5 p.m., 20th August.
SINGAPORE	Baron	G. W. Babor	2nd September.
SHANGHAI	Baron	G. W. Babor	10th September.
YOKOHAMA	Baron	G. W. Babor	18th September.
YOKOHAMA	Baron	G. W. Babor	26th September.
YOKOHAMA	Baron	G. W. Babor	4th October.
YOKOHAMA	Baron	G. W. Babor	12th October.
YOKOHAMA	Baron	G. W. Babor	20th October.
YOKOHAMA	Baron	G. W. Babor	28th October.
YOKOHAMA	Baron	G. W. Babor	5th November.
YOKOHAMA	Baron	G. W. Babor	13th November.
YOKOHAMA	Baron	G. W. Babor	21st November.
YOKOHAMA	Baron	G. W. Babor	29th November.
YOKOHAMA	Baron	G. W. Babor	7th December.
YOKOHAMA	Baron	G. W. Babor	15th December.
YOKOHAMA	Baron	G. W. Babor	23rd December.
YOKOHAMA	Baron	G. W. Babor	31st December.

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 17, 1900.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, P. NANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 29th August.
PRINZESSIN	THURSDAY, 29th September.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
WEDNESDAY	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship WEIMAR, of the NORDDEUTSCHER LLOYD, Captain E. PREHN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 21st August, and Special will be received at the Agency's Office until Noon on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 22nd August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. This Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro.	Sailing Dates.
City of Rio de Janeiro	SATURDAY, Aug. 26, at Noon.
City of Rio de Janeiro	TUESDAY, Sept. 18, at Noon.
City of Rio de Janeiro	SATURDAY, Oct. 13, at Noon.

THE U. S. Steamship City of Rio de Janeiro will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 26th August, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND RAIL-ROUTES have the choice of the Overland Rail-route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, via Pacific Coast and Chicago, and direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials, and their families.

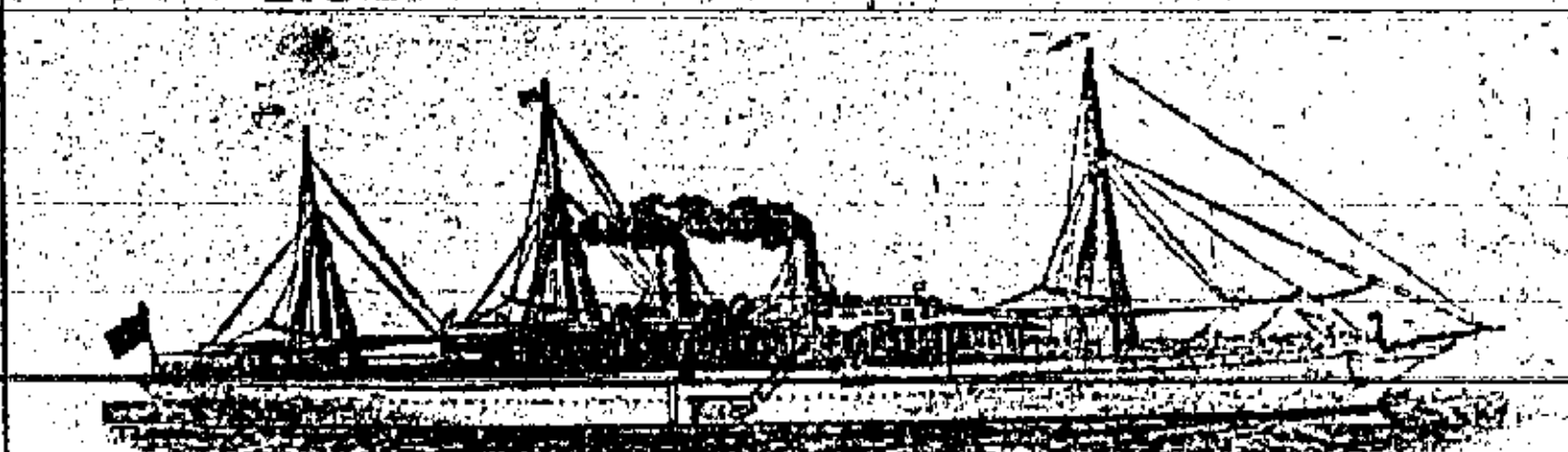
Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing. Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, August 4, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.) SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

(Subject to Alteration.)

Proposed Sailings from Hongkong.

EMPEROR OF INDIA... Condr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Aug. 1900

EMPEROR OF JAPAN... Condr. Geo. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900

EMPEROR OF CHINA... Condr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS as a WEEK in the TRANS-PACIFIC JOURNEY, and make connection at Vancouver with the PALATIAL INTERNATIONAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS 2 CLASS CONTINENTAL TRAINS (the Company having received the highest award for value at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET. 1693

Hongkong, August 9, 1900.

HAMBURG-AMERIKA LINE & NORDDEUTSCHER LLOYD.

(Freight Service.) (Freight Service.)

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, GOSPORT, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORT IN THE LEVANT, BLACK SEA AND BALTIC PORTS—NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

S. S. MARBURG, Capt. V. BRENSE, HAVRE and HAMBURG, (London with transhipment in H'burg.) (About 12th) Freight.

S. S. SIBIRIA, Capt. BRAUN, HAVRE and HAMBURG, (London with transhipment in H'burg.) (About 20th) Freight & Passage.

S. S. SAXONI, Capt. BRAUN, HAVRE and HAMBURG, (London with transhipment in H'burg.) (About 20th) Freight.

S. S. SIBIRIA, Capt. BRAUN, HAVRE and HAMBURG, (London with transhipment in H'burg.) (About 12th) Freight.

S. S. SIBIRIA, Capt. BRAUN, HAVRE and HAMBURG, (London with transhipment in H'burg.) (About 12th) Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to Carlowitz & Co., Agents.

Hongkong, August 9, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

Northern Pacific Railway Co.

FOR PORTLAND, OREGON, IN CONNECTION WITH

Oregon Railroad & Navigation Co.

Steamer. Tons. Captain. Proposed Sailing.

Olympic 2837 J. T. Bridges Sept. 11 Bismarck 3021 W. Wall Aug. 25

City of Rio de Janeiro 3821 J. S. Cox Sept. 11 City of Rio de Janeiro 3821 J. S. Cox Sept. 20

Glengarry 3750 W. Frakes Sept. 23 Monshire 2872 T. Kennedy Oct. 20

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, \$47.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dinner Car attached to trans-continental train day and night; Tacoma to New York in 43 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, \$22.

The best route to the Klamath Lake and Klamath Falls. Frequent sailings from Victoria, Tacoma and Portland to VERA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK \$26.10.

This rate covers the ocean voyage to Tacoma or Portland and back. Railway from Tacoma or Portland to Yellowstone Park and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Yellowstone Park and return, and Stage Coach transportation Ginnabar, Tacoma or Portland to Spring Lake, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and one-half day's board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamers within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. This round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, August 7, 1900.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

BINGO MARU, F. K. MARU, KOBÉ & YOKOHAMA, WEDNESDAY, 29

KANAGAWA MARU, MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, THURSDAY, 24th

KANAGAWA MARU, SYDNEY & MELBOURNE, via SINGAPORE, THURSDAY, 24th

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HONGKONG MARKET PRICES.

Corrected to Friday, Aug. 17, 1900.

At 1,020 Cash per Dollar Mexican.

From London, 1000/00.

From Hongkong, 1000/00.

From Shanghai, 1000/00.

From Yokohama, 1000/00.

From Kobe, 1000/00.

From Osaka, 1000/00.

From Manila, 1000/00.

From Cebu, 1000/00.

From Batavia, 1000/00.

From Singapore, 1000/00.

From Penang, 1000/00.

From Malacca, 1000/00.

From Medan, 1000/00.

From Palembang, 1000/00.

From Sumatra, 1000/00.

From Java, 1000/00.

From Celebes, 1000/00.

From Moluccas, 1000/00.

From Sulu, 1000/00.

From Mindanao, 1000/00.

From Luzon, 1000/00.

From Iloilo, 1000/00.

From Zamboanga, 1000/00.

From Manila, 1000/00.

From Cebu, 1000/00.

From Batavia, 1000/00.

From Medan, 1000/00.

From Palembang, 1000/00.

From Sumatra, 1000/00.

From Java, 1000/00.

From Celebes, 1000/00.

From Moluccas, 1000/00.

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